New York-WASHINGTON-Paris.

Easter Cards and Novelties .- Main Floor, Eleventh and G Streets.



Special Opening of Imported Movellies Designed Especially for Easter Gifts 7

Hand-painted Miniatures, on ivory and porcelain; beautiful Cabinet Ornaments and Desk Sets. Clocks. Vienna Bronzes, Picture Frames, Cloisonne, Sevres, Teplitz and other rich Pottery; Leather Novelties. Sterling Silver Table and Toilet Articles, Brooches, Hat Pins, magnificent specimens of Art Needlework. and thousands of other objects intrinsically attractive and particularly appropriate for dainty Easter Gifts. A great many of these are without duplicate and should be selected with as little delay as possible.

Special Exhibition and Sale of Original Oil Paintings By Mr. Franklin Airey of Philadelphia.

Picture Gallery, Fourth floor

Apropos of Spring Weddings We Direct Attention to a New Importation of Exquisite Paris Lingerie

Now on sale, among which are many exclusive models, in sheer nainsook, batiste, crystalline, linon, etc., combined with the most beautiful hand embroideries, Valenciennes, Bruges, Princess and other laces.

Superb Paris Bridal Trousseaux,

Consisting of fine and daintily hand-made Gowns, Chemises and Drawers to match, more or less elaborately trimmed with laces, beading and rib-

\$18.00 to \$100.00 the Set of 3 Pieces.

Sets made up of any number of pieces desired up to \$600.00 and

Special attention is called to the following items in Hand-made French Undergarments, which are marked at prices usually asked for the better class of domestic goods:

Hand-made Gowns of French Nainsook, with round neck and elbow sleeves; daintily hand-embroidered. Each.....\$4.50 embroidery for ribbon. Each..\$2.00

Hand-made Gowns of fine French Nainsook, with front of tucks and feather-stitching; hand-embroidered ruffle on neck, sleeves and down front. Each.....\$5.25

Hand-made Chemises of fine French Nainsook, richly hand-embroidered and finished with eyelet

Hand-made Corset Covers of fine French Nainsook, daintily trimmed with button-hole stitch on neck and sleeves. Each.....\$2.25

Hand-made Corset Covers of fine French Nainsook, with spray of em-Hand-made Drawers of fine French | broidery across front; finished with Percale, trimmed with ruffle of dain- button-hole edge and eyelet emty hand embroidery. Pair....\$2.50 broidery for ribbon. Each....\$4.00

Also Exhibiting New Spring Importations in French Corsets and House Girdles.

Comprising new models and exclusive effects in white and fancy coutil, embroidered batiste, fancy broche, silk, satin, etc., especially designed to meet very requirement of the new season's fashions

> The Lily of France, \$6.50 to \$25.00. The Parame, \$5.50 to \$15.00. The Sapphire, \$6.75 to \$15.00.

Also Girdle Corsets of rich satin ribbon, in delicate shades of pink

Also complete lines of Domestic Corsets, including all the latest straight-front and dip-hip models.

Also Bust Supporters of dainty batiste, garnished with laces and ribbons, for wear with negligee gowns.

New Spring Millinery.

MIT N our Millinery Salon, second floor, Tenth street, we present elegant models from the leading Paris modistes, including the most recent productions of Mme. Georgette, Esther Meyer, Camille Roger, Caroline Reboux, Maison Lewis, Mme. Virot Charlotte

Also American adaptations and bright, original conceptions of our town milliners, which for smartness of style and high character of beauty are not excelled by the best foreign modistes.

The exhibit embraces a great abundance of Flowers and Foliage, which are very fashionable this season, and the other new millinery trimmings, Ostrich Feathers, Dainty Laces and Superb Ornaments.

Untrimmed Millinery Dept.

(Main Floor, G Street.)

In our new Untrimmed Millinery Department we are showing a choice collection of Untrimmed Hats in the new spring shapes; also new models in Toques and Turbans, appropriate for present wear here and at southern resorts, embodying the newest features, both in design

Untrimmed Hats, in all the newest shapes and colors, from \$1.25 to

Ready-to-wear Hats, in all desirable shapes, from \$3.00 to \$6.00. Flower Hats made of violets, in white, pink, blue and purple shades,

We also show in this new first floor department a full assortment of the new Flowers and Foliage for spring and summer, in all varieties, including Roses, Daisies, Forget-me-nots, Bluets, Poppies, Geraniums, Foliage, etc. Prices range from 25c. to \$1.00.

Stationery at Less Than Half Price.

EVERAL thousand pounds Writing Paper, rough and smooth finishes, in various sizes, plain white and colors. Suitable for scratch purposes, memorandums, school use, etc. Owing to the fact that there are no envelopes to match we purchased this paper at a nominal figure, and offer same at

15c. a lb., or 4 lbs. for 50c. Worth up to 50c. a lb. Center Counter, Main floor, Eleventh st., Opposite Elevators.

Women's New Chiffon Lisle Hose.

We have just received our new spring importation of Women's Chiffon Lisle Thread Hose, in grays, navy blue, cardinal, champagne, tans, bronze, white and black. Plain and silk clocked.

Plain, 50c. a Pair. Clocked, 75c. a Pair.

These are very light in weight and are particularly desirable for women with tender and sensitive bel.

Special Values in Pure Food Department.

We offer for tomorrow, Thursday, the following special values in our Pure Food Department: One lot of choice quality New York State Corn, put up under the famous "Charter Oak" brand, which is a guarantee of its purity.

Special price, 3 Cans for 25c. One lot of Singapore Pineapple Chunks, put up in three - pound cans, with the "Tan Chop Hin" la-

Special price, 23c. a can.

Men's New Spring Hats.

EN'S New Spring Hats in all of the leading shapes and shades. The most popular style of Stiff Hat this season is the one with high crown and narrow, flat-set brim. But we have a large assortment of other styles for the man who doesn't want a hat of this sort.

The Boston Derby at \$2.00. Woodward & Lothrop Derby at \$3.00 and \$4.00. Stetson Derby at \$3.50 and \$5.00.

Also showing an excellent assortment of Soft Hats, and call attention to "The Breaker"-a new hat for young men, in black and the light

Also a very stylish new Soft Felt Hat for the college boy. It is feather-weight. The colors are heath with navy blue band, nutria with red band and black with black band. The sweatband is of silk instead of

Men's New Colored Shirts.

WO new lines of spring and summer shirts for men now on display. Made of good, substantial percale-the plaited-front neglige style, in dainty patterns and colors that appeal at once to men of quiet taste. Tiny pin spots in blue, black and pink on white ground; plenty of the neat solid black and broken stripes on white ground, together with some all-over effects in blue and black tones. Several different widths of plaits are represented, and each shirt has separate

A Special Value at \$1.00.

Pure Irish Linen Neglige Shirts, ecru color, with plaited fronts; the edges of plaits trimmed with narrow white piping, which makes a pleasing effect; separate cuffs; all sizes.

A Special Value at \$1.50.

Linen Department

(Second Floor, Eleventh Street)

Tomorrow (Thursday) a special display of our new importation of the celebrated

Moravian Table Cloths and Napkins

in the following new and exclusive designs, of which a large number are specially adaptable for the new round tables:

Water Lily, Napoleon, Art Nouveau.

Empire Scroll, Plain Satin, Fleur de Lis.

Maiden-hair Fern, Clover, Star,

Narcissus and Bridal-Veil.

NOTE-Bridal-Veil is the name of a rare flower not well known to the public, that exists today and is carefully nurtured in the royal garden of King Edward VII of England, and in the imperial garden of Emperor Franz Joseph of Austria in Schoen-England, and in the imperial garden of Emperor Franz Joseph of Austria in Schoen-brun, Vienna. It is now reproduced the first time as a pattern for damask table-cloth and napkins by a leading Austrian manufacturer. The artistic elegance, the beautiful shadings of the leaves and flowers, the superb quality and exquisite finish of the linen should commend it notonly to every householder, but to prospec-tive brides, as an important part of the trousseau.

These beautiful linens will be conveniently displayed on center counter in Linen Department.
Second floor, Eleventh st.

New Imported Blouse Linens.

We have just received through the Georgetown Custom House our direct importation of Linen Suitings, especially desirable for Blouses, Shirt Waists, Dresses, etc. They come in the natural linen color, and are all pure flax. 32 inches wide.

20c., 25c., 30c. to 50c. a yard.

Special:

1,000 yards 36-inch Pure Irish Linen, all white and an excellent

371/2c. a Yard. Value, 50c.

Also the following desirable

White Cotton Fabrics

For women's and children's summer

American Linen Suiting, an all-cotton fabric, with a linen finish; 36 inches wide. 121/2c. a Yard.

White Duck, an all-cotton fabric, with the popular Oxford finish; 27 inches wide. 121/2c. and 15c. a Yard.

Cannon Cloth, made by the Cannon Manufacturin lo. of Concord, North Carolina; also several othe similar round-thread fabrics; 36 inches wide. 121/2c. a Yard.

Double-warp Suiting, a weave similar to duck only more desirable; double fold; 36 inches wide. 18c. a Yard. Second floor, Eleventh st.

New Initial Hat Pins.

We have just placed on sale a lot of Initial Hat Pins, in gilt and gunmetal finishes, and in the following shapes: Round, square, shield, heart and medallion. These are both attractive and durable. Special price, 15c. each.

Spring and Summer Bed Coverings.

The sorts to use when the heavy winter-weight coverings begin to feel uncomfortable. Light-weight Wool Comfortables, covered

\$2.50 and \$3.00 each. \$1.00, \$1.35, \$1.75 to \$2.50 each.

Special:

\$1.00 a pair. Regular value, \$1.25.

Ready-made Sheets and Pillow Cases. 1,000 Sheets, made of a standard heavy-weight

54x90 inches, 50c. each. 63x90 inches, 55c. each. 72x90 inches, 58c. each. 72x99 inches, 64c. each. 81x90 inches, 64c. each. 81x99 inches, 72c. each. 90x99 inches, 78c. each.

Reinforced Muslin Sheets.

54x90 inches, 55c. each. 63x90 inches, 55c. each. 63x90 inches, 75c. each. 72x90 inches, 75c. each. 72x99 inches, 8oc. each. 81x90 inches, 8oc. each. 81x99 inches, 85c. each. 90x90 inches, 85c. each. 90x99 inches, 95c. each.

Specials:

\$1.50 a dozen. Regular value, \$2.00.

50c. each. Regular value, 621/2c. Second floor, Eleventh st.

Communication Between Alexandria and Washington.

HORSE POWER USED

BOAT MADE ROUND TRIP EVERY DAY AT START.

Carried Both Freight and Passengers -Ups and Downs, and Then

The announcement in The Star a day of two ago that interests in this city and Alexandria are preparing to reopen the ferry service on the route between the two cities is a cheering piece of news to those who have frequently to travel between the two cities, and especially to the merchants of this city who have a large trade with residents in Virginia and who have several times each week to send wagons loaded with goods to Alexandria for delivery there

and in the neighboring villages.

Since the old steamer George Washington was put out of commission last November by the dictum of the steamboat inspectors mmunication with Alexandria has been entirely by rail, and the merchants have been forced to drive their teams over the road. The drive is one of about six miles and the roads are not the best, so that it was often difficult to deliver goods in Alexandria, particularly during the severe storms of December, January and February just past.

Prior to the laying out of Washington on the north bank of the Potomac there was a ferry line on the river between Alexandria and Georgetown, the records showing that sailing packets made regular trips, on favorable tides, directly after the revolution.

About 1815 the first power boat made its appearance on the ferry. This was called the Union steamboat, and a horse or horses were its boiler and engine and gave power to its paddle wheels. The horses, stationed on a treadmill in the center of the boat, actuated gear wheels connected with the paddle wheels, and as the horses walked the mill the wheels turned and the boat moved. The engineer in that day did not roads are not the best, so that it was often moved. The engineer in that day did not open a valve to make the boat go faster, but used his whip to increase the speed of his craft. This boat carried both freight and passengers and made a round trip each day. John Shrieve, its captain and manager in the latter part of 1816 thus edver-

ager. in the latter part of 1816 thus adver-tised his craft:
"The Union steamboat will commence running on the 9th instant from Baker's wharf in Georgetown at 9 a.m., and Mr. Bartle's wharf at Alexandria at half-past 2 p.m., and will, while passing, wait awhile and land passengers at the bridge (Long bridge); passage 25c. Freight will be taken as low as any packet boat."

as low as any packet boat."

The horseboat did not have a monopoly of the ferry business very long, for about 1817 the first steamboat, the Camden, Captain Moffett, made its appearance on the line. Captain Gird, its proprietor, in his notice of his steamer, which appeared in the District papers of the time, says:

"The steamboat Camden will commence running the old route from Alexandria to Georgetown on the 13th of March, from Bartle's wharf at half-past 9 in the morn-

Bartle's wharf at half-past 9 in the morn-ing, and will leave Georgetown at half-past 3 in the afternoon. Goods or freight will be received at Captain Montett's house, near the wharf, or in his absence by John Gird."

Operated as Rivals,

The rival lines - steam vs. horses - continued in operation for several months, and Captain Shrieve of the horseboat anpassengers of the city of Washington the boat will stop on its way to and from Georgetown opposite Davis' wharf for a few minutes."

few minutes."

Evidently some enemy of the new steamboat must have spread reports of the danger of her boiler exploding, and it was doubtless the sharp work of the houseboat people, for in an advertisement which appeared in August, 1817, Proprietor John Gird says, under the caption of "The Steamboat:" "The proprietor of the steamboat Camden respectfully informs the public that there is not the least cause to apprehend danger from the bursting of the boilhend danger from the bursting of the boilers of that vessel, as they are so made they can do no injury. They have frequently burst and the only evil experienced has

been a little delay."

The rivalry between the boats continued for a short time longer, for early in the fall of 1817 they seemed to have been merged under the management of the houseboat people, for an advertisement says: "In future the steamboat will leave Conway's at 9 a.m. for Georgetown, returning at the usual hours. Freight may be left with Mr. A. Wilson at Georgetown.

Signed "J. SHRIEVE."

These vessels ran the ferry route for a number of years, and in turn were succeeded by other steamers. The little steamers, Dandy and Surprise, were the first to make Washington the terminus. of the ferry route, although packet boats continued to make trips to Georgetown continued to make trips to Georgetown, and the steamers George Washington, Cygnet, Phoenix, Chesapeake, Fredericksburg, Sydney and other boats were also on the route. About 1835 the steamer Joe Johnson went upon the ferry route. She was a broad-bowed boat and burned wood. Her speed was about four miles an hour, but she made several trips each day between Washington and Alexandria; a steamer called the Phoenix also ran on the ferry route about the same time. The ferry route about the same time. The Phoenix was so named because built from the remains of a burned steamer. She had phoenix-like arisen from the ashes.

Double-End Boats. About 1852 the steamers George Page and Union were placed on the route. They

were handsome double-end boats, the first ones used on the Potomac, and was built to carry wagons like the ferry steamers of today. The Union, it is said, ran but a short time, but the George Page continued on the route until the outbreak of the civil war, in 1861, when she was seized by the Virginia militia officers one Sunday, taken to Quantico creek and converted into

She was finally burned by the confederates, and her bones are said to be resting on the bottom of Aquia creek, about thirty miles down the river. When the federal troops occupied Alexandria the ferry was re-established; in fact, there were two ferries in service; one company operated the steamers Winnisimet and Tom Collier, ferries in service; one company operated the steamers Winnisimet and Tom Collier, and the other the steamers Fulton and Young America. The service was good in those days. The steamers were fast, and the trips between the two cities were made frequently, the round trip fare being 25 cents. The service was maintained until the close of the war, when the thousands of soldiers and employes of the United States, who had been stationed in Alexandria, returned home. Alexandria's population decreased more than half, and two boats only were then run upon the ferry. In 1868 the steamers, double-end boats, City of Alexandria and City of Washington, were built and placed on the route. These vessels continued in service for many years; they were comfortable, speedy boats, and did a large business, especially in the summer months. In the fall of 1890 the City of Alexandria caught fire at her wharf at Alexandria, and in spite of the efforts of the firemen, the flames could not be checked. She was towed out of her slip and beached on the flats opposite Alexandria, where she burned to the water's edge, only charged timbers being left.

Ordered Another Steamer.

Alexandria, placed an order with a Balti-

and in September, 1891, she took the place upon the route in conjunction with the City of Washington. About this time a little steamer, the Florence, which had been brought here to run excursions, was placed on the ferry route in opposition to the regular line. She cut the fare to 10 cents for the round trip, but only ran a few months. In the interval which elapsed between the burning of the Alexandria and the appearance of the Columbia, Manager Ridley kept two boats on the ferry, the Arrowsmith and the Waxefield performing the service in place of the

and the steamer Belle Haven, which had been rebuilt for the route, took her place. The Belle Haven was a sharp-bow boat, but wagons were carried on her, and she gave good service until the spring of 1902, when she was condemned by the inspectors, and was finally broken up for junk at Baltimore. The Columbia continued on the route until the 13th of May, 1903, when she caught fire at her wharf here and had her house burned and machinery damaged.

The hull is now lying in the ferry slip at the foot of 7th street, and may again be converted into a serviceable steamer. After the burning of the steamer Columbia there was no ferry for several months, but in the fall of 1903 the steamer George Washington was brought here from New

there was no ferry for several months, but in the fall of 1903 the steamer George Washington was brought here from New York and placed on the route. She was an antiquated, slow old tub, but she could come and go and carry wagons, and was much better than no boat. She made her trips until November last, when the steamboat inspectors, on the annual inspection, ordered so much work to be done on her that the owners of the ferry route threw up the sponge and went out of business. That the ferry route is to be re-established is pleasing news, and its early consummation is wished, especially by the people of Alexandria.

LAND OF WONDROUS CAVES. Were Hiding Places of Outlaws of the

Indian Territory.

From the Kaness City Journal. Jim Friday, a desperate negro outlaw, was the terror of the Arbuckle mountains for many years, but was finally hanged at Fort Smith, Arkansas, in 1882, for the murder of a man and his wife near Fort Ar-

He first murdered the husband and carried the wife away into a cave nearby and here forced her to remain until he grew tired of her and then murdered her. The bones of both victims were taken in a box before Judge Parker and a jury, and when Friday saw it was no use denying the charge he confessed and told of several other deeds still more horrible. United States Marshal Mershon, who was known as the "Sleuth" of the Arbuckles, captured Friday in the cave, and it is said that Mershon knew of other caves in that locality more wonderful than this one.

It appears that outlaws would live in these caves for months at a time and the officers were powerless to dislodge them. A man living in Davis says that he knows of caves within ten miles of Davis where cattle have been slaughtered and their heads and horns are still there as evidence. in a perfect state of preservation. There are nooks and corners down there, he says, where an army of men could hide them-selves, and unless one knew just where to look he would never find an entrance. It is believed there is a large stream of water running through all of the caves in that vicinity. A ranchman says that Honey

creek comes through the caves and offers proof by showing the large springs which gush out of the mountain side just above Turner's falls on Honey creek. These falls and following them is Orville H. Platt, who are widely known as the "Little Niagara" of the Chickasaw Nation, and are visited by thousands of people every year. The spring is believed to be the king cure-all and In-dians have made it their health resort for many years.

Thomas Grant, a cattleman and farmer, who lives within a mile of the old fort, says caves abound in that part of the country, caves abound in that part of the country, and mentions one midway between Elk and Foreman, small inland towns, that can be seen from the wagon road. It is on the very top of a big hill in the prairie and a few feet down it widens out into one vast cave. From all appearances it must be a wonderful place. This cave is known as "dead man's hole," from the fact that some years ago the remains of a man were found there who had been murdered. The cave is well ventilated and perfectly dry as far as it has been explored. it has been explored

Houses Going Out of Fashion.

From the Providence Journal. "No," said the Red Bridge carpenter, shaking his bald head sadly, "there isn't going to be much building this spring; there was nothing to speak of in the winter and it begins to look as if there'd never be any

style." "What's happened?"

"What's happened?"
"The fresh air craze. Men who ply my trade are complaining all over the country. I've just been talking with a man who had plans drawn last fall for a fine establishment. 'It's all off with me,' he said. 'Why should a father of a family put \$15,000 or \$20,000 into a residence, stock it with coal and hang on storm floors. If he's got to coal and hang on storm doors, if he's got to stumble over the forms of four daughters stumble over the forms of four daughters stretched out on the piazza in a snow blizzard every time he goes home after dark? That's what I've been doing since November, he went on. 'When it's freezing cold my girls take the bed clothes and move outdoors, and when they're not outdoors they open all the windows above the first floor and leave me trying to heat two or three miles of Waterman street. I haven't three miles of Waterman street. I haven't been warm since this fad started, but it seems that I don't count. The girls who have weak lungs, or who think they can detect alarming symptoms in their chests, must sleep on the veranda for a cure, and must sleep on the veranda for a cure, and the girls who are all right must sleep there for a preventive, and there you are. If my wife and I make any change we'll go and board in the shanty of the crossing tender at the junction. He's got a stove that heats things up. Then my daughters can take off the roof of the homestead and keep house in the back yard. Every other man I meet tells me this same story," concluded the carpenter. "The one order I've got calls for a cold-storage box, to be used by a family down near the river that's afraid of tuberculosis. I've a notion that cold-storage boxes'll be our only salvation in the future."

A Warmer Sun.

Just as in November an icy wind now and then surprises, in sudden reminder of a coming winter's rigor, so now, as we there come days when the sun kisses with there come days when the sun kisses with an unexpected warmth—to remind the city that spring is on the way. If the winds strike one like an angry flash from gentle eyes, a cruel sternness where love had been, these days correspond to love's awakening, or are as mirth playing suddenly on a solemn countenance. One hardly knows how to accept the unlooked-for salutation. But joy fills the heart. It wells up in response to the sunshine, trickling through us like the tiny rivulets that permeate the ice when the same sun strikes its cold, duil heart. All the "springs of our being" shout response to a vague sensation of happiness, in indefinite imaginings, in hope and in fears, which amount in fact to certainty, that the touch is brief, that even the minutes are numbered. Yet they signify a coming. They are as footfalls still far away. If the wind changes or the door closes, and we cease to hear them for a time, we shall know now that the footfalls still draw nearer, that soon we really shall see her again—the spring, "tripping o'er the lea" with baskets of crocuses, mayflower and violets. The time is not yet, but these first days, when, perhaps for only an hour at noon, there comes the unexpected expectancy of the spring, are, as a matter of fact, the loveliest, most wonderful of all the season's miracles. an unexpected warmth-to remind the city

Raising a Girl the Wrong Way.

An Atchison girl of fifteen gets up in the morning, eats breakfast which her mother has prepared, goes upstairs and takes care sometimes taking two hours to buy a spool has made, spends the afternoon reading story books or gadding with her friends, Ordered Another Steamer.

Capt. C. W. Ridley, then manager of the ferry, shortly after the burning of the Alexandria, placed an order with a Politic land of the Alexandria, placed an order with a Politic land of the land o

Marriage in Russia.

Refutation of Dr. Osler's Recently Expressed Views.

GRAND OLD CITIZENS

SENATORS WHO DO NOT MERIT CHLOROFORMING.

Distinguished Men Who Have Been in Active Life Since Before the Civil War.

If the United States Senate of the Fiftyninth Congress can be cited as evidence, the opinion of one Dr. Osler as to the propriety of chloroforming men who attain the age of sixty does not count for much. The people of the United States and the state legislatures seem to take no stock at all in his theories. Instead of chloroforming their statesmen who have reached pears of sagacity, they promote them to the highest offices they have to bestow and keep them there as long as they can, and often as long as they live.

It is only a few years since the passing of the late Isham G. Harris, Tennessee's famous war governor, who first entered Congress in 1849, and died a member of the United States Senate more than half a centhe death of William B. Bate, long Senator Harris' colleague, and who was a candi-date for Congress before the civil war.

The retirement of William M. Stewart of Nevada removed the oldest member of the Senate in priority of entrance to that body, although not so in continuous service. Forty-one years passed between the date Forty-one years passed between the date of his entrance to and exit from the American house of lords. And there are some who think he may yet come back again, as he had done before at intervals, for although getting along a trifle in years-being seventy-eight last August—he is still a physical giant and as much of a fighter as ever. He has several seniors in years among the members of the new Senate

among the members of the new Senate which has just adjourned. The patriarch of the present Senate in point of years is Gen. Edwin W. Pettus, who has reached the age of eighty-four and whose present term will not expire until he will be seventy-eight in July, and is sure of a seat until 1909.

Allison and Cullom,

At quite a distance are William B. Alliwas seventy-six about inauguration time, and the latter will reach that age this tall. Senator Allison's present term does not expire until 1909, and Senator Cullom's until 1907, and both are good for re-election. Senator Henry M. Teller will be seventy-five in May, his present term will last until 1909, and although he has never been de-feated for election he has announced that he will run no more. Senator William P. Frye is seventy-four, Senator Redfield Proctor at seventy-four is just beginning an-

Some other "grand old men" of the Senate are Senator Thomas C. Platt at seventy-two, and his frisky colleague, Senator Chauncey M. Depew, at seventy-one. Ex-Senator Francis M. Cockrell is seventy-one. Then in the order of age seniority come John H. Mitchell, who at seventy is finding life quite interesting, not to say exciting. None of the othe reenators have attained the scriptural three score and ten, but several of them can see that augus

ing list, several of them just re-elected: Senator Alger is sixty-nine; his colleague, Senator Burrows, Senators McEnery and Gallinger are sixty-eight; Senators Bacon, Blackburn, Haie, Clark of Montana and Perkins are sixty-six, and Senator Patter-son of Colorado is sixty-five.

There are a large number of senators be-tween the ages of sixty and sixty-five, in-cluding many of the most distinguished and forcible leaders of the body. And the vast majority of the remaining members of the Senate are well above the age fixed by the facetious and much-advertised Osler as time for their retirement.

bers who served in either branch of Congress before the civil war, but only Senator Allison of Iowa and Cullom of Illinois, who eriod Senator Allison is a Senate survivol of the thirty-eighth Congress, which was elected in 1862, and he and Senator Cullon

of that elected in 1864.

Back to Civil War. Each of these Congresses transacted much business during the period of the civil war. which did not officially close until late in 1866. Both also served in the Fortieth Congress, which was elected in that year, and in the Forty-first Congress, chosen in 1863 (thirty-seven years ago, Dr. Osler!). Senator Hale comes to recruit them, being first elected in that year. At the election of 1870 Senator Frye joined his colleague, and has been centinuously in one house or the other ever since, thirty-three years. Senator Burrows was first elected to Congress in 1879, and with interregnums) has served

in 1872, and (with interregnums) has serve twenty-seven years.

In continuous senatorial service the senior senators are Senator Allison, thirty-two years; Senator Morgan, twenty-eight years; Senators Hale and Frye, twenty-four years each; Senator Aldrich has also served twenty-four years, but came to the body succeeding Gen. A. P. Burnside a few months later than the Maine colleagues.

President Must Not Leave Country.

From the Kansas City Star. The President must not leave the United States even for a day. This is an old unall successors of George Washington, with perhaps one or two exceptions. This restriction is not imposed by statute. President McKinley emphasized his respect for this rule on his tour to the south and west. It was unofficially announced that he would meet President Diaz of Mexico somewhere near the boundary of that sister remcKinley might properly cross the Mexican line, even for a few hours, arose. Early in May, when he visited El Paso, Tex., where he was greeted by President Diaz's personal representative, he expressed a desire to take a look into Mexico. From El Paso there extends into Mexico the International bridge, spanning the Rio Grande. Whether the President would dare to cross this structure or not was the ques-

Grande. Whether the President would dare to cross this structure or not was the question which members of his party asked one another. He did not. He went to the bridge and caught a view of the Sierra Madre. Haifway across the bridge was a line. Stepping over this was putting foot upon Mexican territory.

President Harrison had ventured as far as this line ten years before. But President McKinley did not so much as place his foot upon the bridge. President Arthur was accused of violating this unwritten law in October, 1883, upon a pleasure trip to Alexandria bay, Thousand Islands. His political enemies accused him of venturing across the Canadian line on a fishing excursion. The boundary between Canada and New York extends to the middle of the St. Lawrence river. President Cleveland was similarly accused. On one of his hunting trips to North Carolina he sailed by the ocean route past Cape Hatteras. His enemies contended that he ventured outside the three-mile limit. According to international law, a country's possessions extend for three miles outside its coast line. Plying the seas further than this is leaving home territory.

Gov. Gessler's castle, near Kussnacht, on the Lake of Lucerne, famous in the history